

(ESTABLISHED, 1884.)

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## Intimations.

## The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.



TRADE  MARK

TELEPHONE No. 135.

## ASK FOR

CLUB WHISKY  
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED  
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.  
*Sole Agents,*

H. PRICE & CO.,  
12, QUEEN'S ROAD CENTRAL.  
[41]

JOHN DEWAR SONS & CO., PERTH  
WHISKY.

Extra Special \$16.00 per case 12/1  
White Label \$24.00 " " 12/1

**KRUSE & Co.**  
SOLE AGENTS.

CONNAUGHT HOUSE,  
Hongkong, 1st July, 1974

**PO CHEUNG & Co.,**  
昌 寶  
14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,  
GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.  
Hongkong, 12th July, 1904.

**HONGKONG HOTEL.**

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

**HOTEL CRAIGIEBURN.**

For Terms, &c., apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [32]

# MACAO AND CANTON HOTELS

## HOTELS.

### A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.







## Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 26th July, 1904. [873]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 30th July, 1904. [890]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 29th July, 1904. [885]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$500,000 divided into 50,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [744]

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, AERATED Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and Office, West Point, Tel. 367.

Dr. V. DANENBERG & F. P. DANENBERG,  
General Managers.

Hongkong, 20th May, 1904. [677]

## Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 9th August, 1904. [922]

## EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00  
"Return" \$3.00, " \$5.00  
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., Ltd.  
Hongkong, 8th August, 1904. [919]

## WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Adviser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—

"W."

C/o Hongkong Telegraph.  
Hongkong, 6th August, 1904. [914]

## IMPORTANT NOTICE.

## FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

## CO-OPERATION

OF THE MAKERS OF THE

## "APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

## NEW

## CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA"

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included), without a

Single Failure, which can be said of no other

Player.

## THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

*Satinette*

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 15th May, 1904. [668]

## MONETARY REFORM IN CHINA.

THE FOLLOWING VERY LUCID PAPER WAS WRITTEN BY PROFESSOR J. W. JENKS FOR, AND APPEARED IN, THE "WAN KUO KUNG," AND THE ORIGINAL ENGLISH TEXT HAS BEEN HANDLED US BY DR. YOUNG J. ALLEN.

Within the last two years through commercial treaties with the United States, Great Britain, and Japan the Government of China has indicated its intention of reforming its monetary system. It has further given public expression to its intention by deprecating the financial officials to prepare a plan of reform by sending a commission to Japan to consider the monetary system of that country, and by a memorandum presented to the Government of the United States asking its co-operation in carrying out such a reform.

The need for such a movement is clear. Anyone who has had occasion to travel in the interior of China realises how great the confusion in the monetary system is. While larger transactions are almost always carried on in terms of taels, these taels vary not merely in different provinces but in different cities of the same province, such variations being both in weight and in the touch of the metal, for all taels are in reality but a fixed weight of silver of a certain degree of fineness. Besides the variations in the silver taels in use in different parts of the country, there are found also great variations in the use of copper cash. For example in Peking in earlier times ten-cash pieces had been coined which, at the present time, have the value of two. In other cases for every ten cash of the ordinary size and weight, one lighter cash will be inserted. The number of cash in the string likewise varies from some 50 to nearly a thousand. A person buying cash in the morning for silver may very easily find in a day's walk find himself at night in a place in which the number of cash given for a tael of silver would be so different both in number and quality as practically to amount to a new coinage. In several provinces silver dollars are coined; elsewhere Mexican and Hongkong dollars are used, and in some places even Russian rubles circulate. The effect of this confusion in the monetary system cannot fail to be extremely detrimental to trade in the interior.

The situation as regards foreign trade is little, if any, better. Naturally the transactions in Shanghai are of greater magnitude and are conducted mainly through banks and other agents expert in monetary exchange. Moreover, this foreign trade is carried on to a very great extent with countries whose monetary standard is gold. In consequence every change in the value of silver bullion affects these international exchanges.

If a merchant living in San Francisco should sell a bill of goods in Shanghai for say 5,000 taels, payable on the arrival of goods, it might easily happen that before the goods reached Shanghai, silver would have fallen so much in value that a bargain which at the time it was made, appeared profitable, may turn out, when settlement is effected, to be a bad loss; or with a gain in the value of silver the result might be the opposite and instead of a loss he might well make an unexpected gain at the expense of the purchaser. Business thus becomes to a considerable extent a mere gambling speculation, and such a condition of business cannot fail to be extremely injurious.

Reason of the losses which may be suffered by individuals has been impressed upon the Chinese Government by its experiences with the payment of the indemnities to the foreign Powers. According to the interpretation of most of the Powers this indemnity is payable in gold.

At the time of the signing of the protocol the value of the Haikuan tael in terms of gold was three shillings sterling. Under that rating the indemnity payable, for example, in 1903 was 18,829,500 taels. Silver, however, has fallen in value decidedly since that time, and a fall of only 10% in the tael would call for a sum of 20,922,166 taels, provided China recognised the claim for the gold rating of the protocol.

This would mean a loss to China of 1,362,666 taels, a loss which might have been avoided had China possessed a circulating medium of which the value did not vary in terms of gold.

This continual fluctuation in the value of the silver tael likewise causes and has caused for a long time in the past great difficulty to the Government in the way of arranging the revenues. So far as any of their obligations are payable in gold a fall in the price of silver means that a larger quantity of silver must be raised in taxes, but increased taxes are no more popular in China than elsewhere. Moreover, owing to the system under which the taxes are collected, it has become through long custom the practice of the officials to secure their own salaries or expenses from savings made through irregular ratings in taxation. A tael which is worth commercially say 1,030 cash, though collected in terms of taels, is actually paid in copper cash at an exchange of perhaps 2,400 or 2,600. This means that half of the money collected or more goes either for the payment of local expenses not otherwise accounted for or as a salary to the official concerned. A good system should make it easier to change such customs.

It would doubtless be possible to enumerate many more of the needs for the currency reform of China, but at the present time none seem more pressing than those just enumerated, any one of which is sufficient to show the advisability of earnest effort on the part of the Government.

As has been intimated the Chinese Government has undertaken seriously the study of the question. A committee for the management of a new mint has been organised, a building begun, new machinery ordered, and plans for the organisation of a coinage system have been made. Comparatively lately arrangements have also been made for the organisation of a national bank to put the new money into circulation when it shall be ready; for the accumulation of a gold reserve in case the Government should find it desirable to establish its system on the basis of a gold parity, and the experts on this subject have been consulted in many ways.

In response to the request of China the Government of the United States appointed a Commission on International Exchange to do what it could to open the way for such a reform. Inasmuch as China is under heavy obligations to the great Powers, it was thought best that the governments of the Powers be consulted in order to remove from their minds distrust as to the motives of China and of the United States in undertaking this work, and to secure likewise under governmental patronage and supervision the opinions of the leading monetary experts of the world. The American Commission, accompanied by a Commission from the Government of Mexico, visited England, France, Holland, Germany and Russia to consult with their government, on the subject under consideration. In all the countries the purpose of the mission was cordially welcomed and, speaking generally, it may be said that the plans were in the main endorsed, though there were numerous criticisms and suggestions on points of minor import. Japan likewise, after consulting with the Commissioner sent to China, gave its approval to the plans discussed in Europe, and the Government of China has these various suggestions under consideration.

The main points in any reform of the currency of China are easily indicated. The currency system must be under one central control so that the coins or any paper certificates of any kind whatever may be made uniform throughout the country of uniform acceptability. It is generally conceded that these coins should be arranged on the decimal system with the unit coin of, say, one tael or one dollar divided into parts as small as one one-thousandth, representing a copper cash.

From what has already been suggested above it would be necessary not merely to have a standard coin of silver, but to have also subsidiary coins representing the halves, fifths, and tenths, and a copper coinage representing say one-twentieth, one-hundredth, and one-thousandth parts of the standard unit of which small pieces also the value should be maintained at a parity with gold. In a country like China where the standard of living is low, where the rate of wages is barely above the living point, there would be little use for a gold currency actually in circulation. It is extremely important, however, that the silver and copper coins which will be in circulation, be given a fixed value in terms of gold. This is practically essential for the successful and easy conduct of trade with foreign countries, while it will likewise be beneficial to the local trade as well as very profitable to the Government itself.

It seems to have been practically the universal opinion of all the dozens of officials and experts consulted on this question, that these silver and copper coins ought ultimately to have a fixed value in terms of gold. The differences of opinion, so far as they existed, grouped themselves merely about the methods of securing and maintaining this parity with gold. Some have been of the opinion that a uniform silver currency practically complete throughout the country is necessary before the question of the gold parity can seriously be considered. Others, however, and by far the larger of the opinion that considerable time must of necessity be taken in coining and introducing the new coins, both silver and copper into the country whether they be placed on a gold parity or not, and if the coins are issued at a fixed gold value considerably above their bullion value they will go into circulation practically as readily as though they were issued at their bullion value. When, however, in this case the coins are once actually in circulation throughout the country, the whole reform will have been established, whereas in the other case indicated, after the coins were once in circulation, the most difficult part of the whole task, that of placing and maintaining these coins on a parity, would still remain.

It is a question, then, that if China is to continue her industrial development and increase her prosperity, her new money must ultimately be of the same general nature as those of the countries with which she deals; that is, her coins, silver and copper, must have a fixed value in terms of gold. It is extremely desirable that if this end is to be attained without any unreasonable time no false steps be taken at the beginning which will need to be retraced, but that every step taken be one in the general plan of action which will soonest reach the desired end. If the introduction of the new coins on a gold parity will soonest attain that object, even though it were for the time being to make some little additional trouble for the people, there can be no question that it should be adopted.

One can hardly expect that so complete a change over so large an extent of territory, with so imperfect means of communication, can be carried out within a very short time, but the matter is of sufficient importance, so that both the Government and the business men whose interests would be so greatly affected by any such change may well afford to give plenty of time and thought and study to the question, so that they in turn may bring their views intelligently and convincingly before the Government. The result of such a movement cannot be other than that of added prosperity to the business of the country, and in consequence a strengthening of the financial status which will tend very strongly toward giving China her rightful place among the great independent nations.—N. C. D. News.

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From what has already been suggested above it would be necessary not merely to have a standard coin of silver, but to have also subsidiary coins representing the halves, fifths, and tenths, and a copper coinage representing say one-twentieth, one-hundredth, and one-thousandth parts of the standard unit of which small pieces also the value should be maintained at a parity with gold. In a country like China where the standard of living is low, where the rate of wages is barely above the living point, there would be little use for a gold currency actually in circulation. It is extremely important, however, that the silver and copper coins which will be in circulation, be given a fixed value in terms of gold. This is practically essential for the successful and easy conduct of trade with foreign countries, while it will likewise be beneficial to the local trade as well as very profitable to the Government itself.

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## To Let.

## TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.  
Hongkong, 16th June, 1904. [729]

## TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to—  
OMER CASSAM MOOSA,  
49, Rua Central,  
Macao. [909]

4th August, 1904.

## TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
\$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARD

## CIRCULARS

## EXPRESSSES

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,  
Hongkong.

## NOTICE

All communications intended for publication in  
The "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name, and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.  
The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
conducive to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 80 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## BIRTH.

July 1, at Knockholt, Sevenoaks, wife of  
Cecil A. V. BOWRA, daughter.

## DEATHS.

July 5, at Hyde-park, W., A. FRASER, formerly  
H.B.M.'s Consul in Java, aged 87.  
June 29, at Charlestown, Cornwall HERBERT  
SMITH, formerly of Shanghai, aged 63.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 10, 1904.

## THE WAR.

The centre of interest in the war is con-  
tinually moving, and during the past few  
days attention has been diverted from the  
operations of the main Japanese and Rus-  
sian armies to Port Arthur, where severe  
fighting has been carried on for several weeks.  
Whether it be true, as it is persistently stated  
in St. Petersburg, that a few days ago the  
Japanese were repulsed with great loss, the  
number of killed alone being estimated at  
ten for every Russian slain, it is impossible,  
as yet, to say; but if the report is correct—  
and there is every probability of its being  
so—it would seem that the Japanese have  
been adopting their favourite tactics yet once  
more by turning the flank of the Russian  
position. It is known that the two armies  
are at very close quarters, as a month ago  
there was only a mile of ground separating  
the Japanese from the lines of the Russian  
defending forces under General Stoessel.  
Every foot of the intervening ground will  
be stubbornly contested and the Japanese  
have still a heavy task before them. More-  
over, Admiral Togo has concentrated the  
full strength of his available warships with a  
view to the attack from the sea. The posi-  
tion must be desperate indeed.

## THE EXPEDITION TO THIBET.

It is interesting now that the British  
Mission has reached Lhasa, to note that  
only one Englishman—Manning, in 1811—  
has succeeded in penetrating into the city.  
According to a writer in *Buddhism*, it is notice-  
able that all the other Europeans who  
achieved the perilous feat of exploiting it  
were Roman Catholic missionaries; and the  
first European to set foot in Lhasa was a  
Roman Catholic friar named Odoric, who  
compassed this feat in the year 1330.  
The other devoted members of the same  
faith who emulated his example and shared  
his success were the Jesuit fathers, Albert  
Dorville and Johan Gruber, in 1661; the  
Capuchine fathers, Joseph de Ascoli and  
Francisco Marie de Toun, in 1706; the  
Jesuit Desideri in 1716; the Capuchine  
mission under Horacio de Penna, in 1741;  
and lastly, the Lazarist missionaries, Huc  
and Gabet, in 1845. Among the notable  
explorers who failed to penetrate the  
precincts of the "Forbidden City," despite  
arduous enterprise and colossal effort, may  
be mentioned Prejvalsky, Rockhill, Bonvalot,  
Bower, Miss Taylor, &c. The first British  
mission—was despatched by Warren  
Hastings, in 1774. The envoy, Mr. George  
Bogle, was not permitted to penetrate into  
Lhasa for the all-sufficient reason that the  
Lamas believed he had been sent to spy out  
the weakness of the land, with a view to its  
future subjugation by the English. Bogle  
appears to have been the only European  
who achieved the privilege of intimacy with  
one of the Grand Lamas. Manning, besides  
being the only Englishman who has ever  
entered Lhasa, holds the distinction of being  
the only Englishman who has ever seen a  
Grand Lama. He saw the ninth Grand  
Lama, then aged but six years. The  
twelfth Grand Lama was seen in 1866 by  
one of the secret emissaries of the Govern-  
ment of India. He describes him as a fair  
and handsome boy of thirteen, who, during  
the audience, was seated on a six-foot  
throne, attended by officials of high rank,  
who fanned him with swaths of peacock's  
feathers.

## LOCAL AND GENERAL.

A BLANK plague return was issued at noon  
to-day.

THE body of a Chinaman was taken from the  
water at the Naval Yard Extension Works this  
morning.

PAGE 3 contains a very lucid paper, written by  
Prof. J. W. Jenks, on the monetary reform in  
China.

SEVERAL applications for exemptions from the  
requirements of various sections of the Public  
Health and Buildings Ordinance, 1903, will be  
dealt with at a meeting of the Sanitary Board  
to-morrow afternoon.

CARS were run over the full length of the  
electric tramway lines this morning, and im-  
mediately the Director of Public Works passed  
the line as fit for traffic the service between  
Kennedy Town and Shaukiwan will be started.

SHORTLY after noon to-day the Kowloon Ferry-  
boat, the *Morning Star*, rescued a gentleman  
from the harbour, the boat, a tiny craft, in  
which he was sailing having capsized in the  
squall. He was none the worse for the im-  
mersion.

At the Police Court this morning, before Mr.  
H. H. J. Gompertz, three Chinese launch  
owners were summoned for unnecessarily  
blowing their steam whistles to the public  
annoyance. Two of them were fined \$15 each,  
and the third was ordered to pay \$10.

THE death occurred yesterday morning at the  
Civil Hospital of Mr. John Logan, who for  
many years was chief engineer of the Hong-  
kong, Canton and Macao S.S. *Fulham*, an I was  
well-known and respected in the Colony. The  
deceased, who was a native of Caithnessshire,  
had been ailing for a long time. He was  
interred this morning at the Happy Valley.

THE S.S. *Tweeddale* which took the first batch  
of coolies to South Africa is now proceeding  
north to take another ship-load aboard, while  
the S.S. *Lothian* has been chartered and is  
present in the harbour of the Dock Co. by whom  
she is being fitted up prior to her starting for  
South Africa. In all probability she will take  
the second batch of emigrants from Hongkong.

PETER Chauson, a Dane, seaman on board the  
S.S. *James Brand*, was placed before Mr.  
Gompertz this morning on the charges of being  
drunk and disorderly in Des Vaux Road, as-  
saulting constable Culliford, and damaging his  
uniform to the extent of \$3.50. The man ad-  
mitted that he was so drunk that he knew no  
more about the matter, and only wanted "to  
see the skipper." On all counts he was fined  
\$17.

By kind permission of Lieut. Col. Fremont and  
Officers, the Band of the 93rd Burma  
Infantry will play the following programme at  
the Kowloon Hotel, during dinner, to-morrow  
evening (weather permitting):—  
March—"Des Toren"; Overture—"Die Felsen-  
Höhle"; Selection—"The Women of the Guard";  
Polonaise—"The Women of the Guard"; Chopin  
Lancers—"Stars and Stripes"; Karoly Klav  
Valse—"Garden Party"; Two Steps—"Hawatha";  
Moret.

At a meeting of the Sanitary Board to-morrow  
afternoon correspondence will be considered  
regarding a case of typhoid fever at No. 9,  
Wong-wei-chung, and a report by Dr. Hunter  
on the bacteriological examination of three  
samples of water from a well on the premises;  
relative to the advisability of setting apart some  
baths for the use of the better-classes and  
charging a small fee therefor; and re the  
application for permission to erect 6 water  
closets and 3 urinals at No. 2, Pedder Street.

MRS. Haisu, a young married woman from  
Japan, was walking down Queen's Road  
Central, when she felt a tug at her hanging  
sleeve which is used for the purposes of a  
pocket, and in which she was carrying a purse.  
Turning swiftly round she saw the man trying  
to make off with her purse in his hand. She  
raised a cry and the pick-pocket was arrested.  
He had nothing to say when placed before Mr.  
Gompertz, and was sentenced to six months' hard  
labour, six hours in the stocks, and six strokes  
with the birch-rod.

EARLY this morning Sergt. Appleton, while  
passing along Station Street, saw a Chinaman  
looking stealthily out of No. 74, a carpenter's  
shop. Seeing the sergeant approaching the  
man bolted down the road, and made a straight  
run for about six hundred yards, the sergeant  
after him. Finding he could not get up with  
his quarry Sergeant Appleton flung a heavy  
stick at him, and this, striking him on the  
head, brought him down. He was then arrested  
and taken back to the house, where the  
inmates said they did not know the man and  
he had no business there. It was then found  
that the lock on the outer door had been picked.  
When taken to the Station and searched a  
coil of wire was found on the man, such as  
is commonly used for picking locks. He was  
placed before Mr. Kemp this morning, and as  
he had no satisfactory account to give of him-  
self, he was sent to three months' hard labour  
and three hours in the stocks.

H.E. THE GOVERNOR'S  
CHILDREN'S PARTY.

In consequence of the bad weather His  
Excellency the Governor's children's party  
has been postponed from to-morrow till  
Wednesday, the 17th.

## CLAIM AGAINST A LOCAL BANK.

In the Nisi Prius Court this morning, Mr. T.  
Scombe Smith officiating, Tung Hip Loong  
sought to recover from the Po Hang Bank  
(coupled with the name of one Chung Po Chee)  
the sum of \$300, money alleged to have been  
entrusted to the Bank and not remitted.

Mr. J. Hastings appeared for the plaintiff and  
Mr. H. W. Looker (Messrs. Deacon, Looker  
and Deacon) defended, on behalf of the second  
defendant.

Mr. Looker at the outset complained that the  
service in so far as his client was concerned  
was bad. Write could not be served on the Bank  
and upon his client as one of the partners at  
the same time. Furthermore, his client was  
not a partner and he appeared there under  
protest.

The further hearing of the case was adjourned  
until Friday.

## THE LATE MR. F. SHUSTER.

## INQUIRY AT THE MAGISTRACY

## THIS AFTERNOON.

An inquiry was held at the Magistracy, this  
afternoon, into the circumstances attending the  
death of Mr. Fritz Edward Shuster, aged 32  
years, an engineer lately employed at the  
Taikoo Sugar Works, at Quarry Bay, which  
occurred on the 3rd instant.

Messrs. Harry Montague Webb (foreman),  
James Spencer Duff, and George Banker were  
empanelled.

The Coroner (Mr. H. H. J. Gompertz) charged  
the jury to disabuse their minds of anything  
they might have read or heard concerning the  
case, and to base their finding upon the evi-  
dence only.

Mrs. F. Shuster, widow of the deceased,  
was the first witness, and said that she last  
saw her husband alive on Tuesday, the 2nd inst.,  
at half past nine at night. They left the Metro-  
pole hotel together and got into the tram to  
go home. After about ten minutes the tram  
stopped. Her husband was quarrelling with  
sailors so she left the car and sought a ricksha.  
She asked him to come with her, but he re-  
fused, so she went back to the Metropole and  
waited about twenty minutes for him. As he  
did not put in an appearance she went to her  
mother's house at the Race-course. She never  
saw her husband again alive. She did not  
know why he refused to leave the car with her.  
There was no fighting between deceased and  
the sailors. Her husband was quiet and only  
had two glasses of beer at the Metropole  
Hotel. About four o'clock in the afternoon he  
had one glass of whisky and soda. She was  
with him the whole of evening and to her know-  
ledge this was all he had to drink.

Lao King San, a conductor, in the employ of  
the Tramway Co., said that on the day in ques-  
tion he saw the deceased and the last witness  
in the tram. He saw Mrs. Shuster leave the  
car, and the deceased remained. At Causeway  
Bay, near the Temple, the tram stopped for a  
short time and then proceeded on to Hongkong.  
The deceased left the tram near Jardine's.  
Deceased was talking to three seamen, but he  
could not say whether their conversation was  
amicable or not. He saw the deceased leave  
the tram, but did not see him fall, or stumble.  
The tram was not in motion at the time.

By the Coroner: The tram did not go to  
Quarry Bay, but ran from Arsenal Street to the  
Metropole. In the forenoon a notice was pos-  
ted in the car stating that Quarry Bay was  
the terminus; but it was pulled down in the  
evening. The placard, however, was up when  
Mr. and Mrs. Shuster first entered the tram.  
There was no station where Mr. Shuster got  
off; but the trolley arm came off the overhead  
wire and had to be replaced. That was why the  
tram stopped. Nobody else got off with him.  
They had been stationary for about a quarter  
of an hour.

Dr. William Hunter, Medical Officer at the  
Public Mortuary was sworn, and spoke to re-  
ceiving the dead body of the deceased on the  
night in question at the hands of a police con-  
stable. He later identified the deceased in  
his presence. He made a *post mortem* exami-  
nation of the corpse and found a number of  
bruises over the right face. The right eye was  
very much swollen. There was no other  
external injury. The temple bone was fractured  
and there was also hemorrhage which pressed  
down the brain. Death was due to fracture of  
the skull and subsequent compression of the  
brain.

By the Coroner: Such injury might have  
been caused by a blow from a heavy weapon,  
or by leaving a car while in motion and falling.  
The deceased was a heavy man. Had he fallen  
over a kerb on to a concrete footway, a distance  
of 21 feet, he did not think it would be sufficient  
to cause the injuries he had sustained.

In reply to Inspector Gauld, who described  
the road at the point where deceased was said  
to have fallen, witness said it was possible for a  
man to receive such injuries as he found and  
succumb thereto. Such injuries, however, would  
not necessarily prove fatal. He found no mud  
or dirt on any of the wounds.

Pedro Oliveira Mattos, an inspector in the  
Tramway Co., deposed to being on a car enter-  
ing the depot when the deceased got into  
the car. This was about a quarter past  
ten. He told him that the car had finished  
for the night. They were fixing up a wire  
at the time. After a few minutes the car  
began to move and deceased got up and  
went out. A few seconds later he dis-  
covered the deceased lying in the footway  
outside a house. He was lying face down-  
wards. Witness called another inspector to  
help him to get the deceased on his feet, but  
he was too heavy for them to lift. Mr. Malden  
also came to help them, and they sent for the  
police. A European sergeant came up and  
took charge of the case, and witness returned  
to his work. When he saw deceased lying on  
the ground he was alone. He was quite alone  
when he came in and left the car. Witness  
did not think the deceased was the worse for  
liquor. He told the sergeant of police that  
perhaps the man was drunk, but he could not  
have been very drunk. When deceased got off  
the car was not moving. He told the sergeant  
that perhaps deceased was drunk on account  
of him falling down. The fall had nothing to  
do with the tram. He found him lying down  
about thirty feet away from the tram. He  
could not say whether deceased slipped or fell  
on the footboard of the car. He heard the  
deceased fall about half a minute or less after  
he left the car.

George Fletcher Malden, Chief Assistant in  
the employ of the Tram Co. gave evidence and  
spoke to seeing the deceased in the tram at the  
shed. He afterwards heard that the man had  
fallen and hurt himself. He rendered what  
assistance he could and afterwards the police  
took the body to the police station. It had  
been raining heavily and deceased who was  
bleeding was lying in the wet face downwards.  
By the Coroner: A man getting out of the  
tram at the point in question, and not being  
able to see very well was more likely to fall  
than not.

By the jury: He did not speak to the  
deceased while he was sitting in the tram;  
but he did not present the appearance of a  
drunken man. There was a pool of blood on  
the pavement where he was lying before he was  
moved into shelter. Deceased was breathing  
heavily when the police took him away. He  
did not speak and appeared to be unconscious.  
He did not call the attention of the police to  
the blood upon the pavement; neither did he  
hear anyone else do so.

Albert Frank Smith, also an Inspector in the  
Tram Co. corroborated the evidence of Inspec-  
tor Mattos. Deceased was unconscious for  
about two minutes after he fell and then com-  
menced groaning. Witness knew deceased and  
told him when he came in the car that they  
were not going to Quarry Bay. Deceased said  
"Never mind." Witness thought Shuster had  
been drinking.

Sergeant Lee deposed to being on duty at  
No. 2 Police Station when the Tram Inspec-  
tor Mattos reported to him that a man  
was lying dead drink on Praya East. He  
accompanied Mattos, who told him that the  
deceased had fallen from the road-  
way on to the pavement. He found the de-  
ceased lying in an unconscious state. Witness  
described the man's wounds, and added that  
the knee of his trousers showed a cut, appar-  
ently the result of a fall. Assisted by two  
Indian Police Constables he put deceased in a  
ricksha and took him to the Police Station and  
washed the wound on his head. He smelt  
strongly of liquor and was breathing heavily.  
Witness put him in a cell. About three  
o'clock of the following morning he visited  
the deceased when he appeared to be all  
right. At 8.15 a.m. he went to the cell  
again with the intention of letting him out;  
when he found the deceased in a very hot  
and feverish state and breathing irregularly. He  
reported the matter to the Inspector and the  
deceased was removed to the Hospital. De-  
ceased had in his possession a watch and chain  
and a considerable sum of money.

By the Coroner: Witness believed Shuster  
to be drunk and incapable. He did not intend  
to charge him. It was customary to allow men  
who were able to leave the next morning to go  
if they had only been confined for simple  
drunkenness. Deceased was lying on the  
wooden floor of the cell with a couple of  
blankets under him and a folded blanket for  
a pillow. Witness had no idea that de-  
ceased was seriously hurt. Had he suspected  
it, he would have sent him to the Hospital at  
once. He had often seen men brought in for  
being drunk and incapable, cut and bleeding  
about the head. When Europeans were lock-  
ed up it was customary to visit them at inter-  
vals during the night.

By the jury: Beyond a cut on the right  
side of the face and a discoloured eye, no other  
wounds were visible. On each occasion when  
witness visited him he appeared unconscious  
but once he moved his arms, and groaned. He  
never spoke.

The Foreman: Do you think that a man  
remaining unconscious for so long ought to  
have been put in a cell?

Witness:—The wounds appeared to me to be  
so slight. Had there been a European on duty  
I would have left him in the charge room.  
But in this case as there was only a *lukong* on  
duty I put him in the cell, for fear that he  
might wake up and give trouble to the *lukong*.  
Witness continuing, said the cell was well  
ventilated. Had he thought it was a case for  
the Hospital there would have been no trouble  
in having him admitted at once.

P.C. Harding spoke to assisting the last  
witness to convey the deceased to the Civil  
Hospital on the morning of the 3rd inst. He  
could not say whether he was alive or dead  
when they left the Police Station. At the Hos-  
pital, however, one of the medical men ex-  
amined deceased and told witness to take him  
to the Mortuary.

A Chinese constable also gave evidence.  
He was on duty on the night of the 2nd and  
morning of the 3rd inst. when the deceased  
was brought in. He was breathing very  
heavily and appeared to witness to be intoxi-  
cated; otherwise he did not notice anything  
unusual. Deceased was sleeping.

Mr. Hunter was recalled and in reply to the  
Coroner, said that when the Sergeant saw the  
deceased and found him unconscious and  
breathing heavily that alone was sufficient to  
indicate a serious injury to the brain. Any  
medical man would have sent the deceased  
directly to the Hospital. Supposing the de-  
ceased had been sent to the Hospital at once,  
an operation would very probably have been  
performed at once, and might have saved his  
life. It was not certain that such an operation  
would have been successful, but there was a  
good chance of it so being.

By the jury:—The serious condition of the  
deceased would not be apparent to the ordi-  
nary man, but very obvious to a qualified man.  
As the result of his autopsy, he should think  
that it was very probable that the deceased had  
lately been under the influence of alcohol.

The jury expressed a desire to see the  
spot where the deceased fell over the kerb.

Sergeant Lee was recalled and said that life  
was not extinct when the deceased was put  
into the ambulance and sent to the Hospital.

The inquiry was then adjourned until 2.15 p.m.  
on Monday next in order to allow the jury  
to inspect the locale.

## THE PARSEE FORGERY CASE.

After several remands this case in which Mr.  
Shapurji Cowasji Sauri, a barrister-at-law, of  
Bombay, was charged with forgery in that Presi-  
dency, was again called on this afternoon be-  
fore Mr. Kemp, when Mr. Harston addressed  
the Court for the defence, reviewing the facts  
as already reported to these columns. The  
address continued until the rising of the Court,  
when the case was again remanded.

Mr. F. B. L. Bowley, Crown solicitor, ap-  
peared for the prosecution.

## THE TYPHOON

## PASSES NEAR HONGKONG.

Hongkong has again had a narrow escape  
from a visit from the devastating typhoon, and  
though it has passed pretty close to our shores  
no damage of any particular importance has so  
far been recorded. On Monday the reports  
from the Observatory showed that the barometer  
had fallen throughout China and in the south-  
west of Japan, but had risen slightly in north-  
west of Japan, while it remained stationary in  
the Philippines, and it was known that a  
typhoon had entered the China Sea, moving in  
a north-westerly direction. At 11.35 a.m. on  
that day the red signal drum was hoist d,  
indicating that there was a typhoon to the  
eastward of the Colony, the centre of which  
was believed to be 300 miles away from here.  
At 4.54 p.m. on the same day a red cone, point  
downwards, replaced the red drum, indicated  
a typhoon to the southward of the Colony.  
On Tuesday at 11.40 a.m. it was reported that  
the barometer had risen all over Japan and  
fallen over south China and the Philippines,  
and the red cone remained hoisted. The  
typhoon was then south of Hongkong, moving  
W.N.W., and threatening the neighbourhood  
of Hoihow Straits, the weather becoming very  
squally during the day, and increasingly so  
towards night. At 12.33 p.m. the black cone  
was ordered to be hoisted, signifying that the  
centre of the typhoon was less than 300 miles  
away from this Colony, still moving W.N.W.  
During the whole of the day the weather was  
very squally, with heavy showers of rain, at  
intervals throughout, culminating in its intensi-  
ty during the night, when rain fell in torrents.  
At 11.9 a.m. to-day the black cone and ball  
were hoisted, signifying that the typhoon  
centre had now travelled to the westward of  
this Colony, but was still less than 300 miles  
away. At 11.20 it was reported that the  
barometer had risen all over Japan and in  
China, excepting the south coast, and at noon  
the typhoon was south-west of Hongkong, still  
moving in a W.N.W. direction, which will  
probably cause it to strike the coast to the  
north of Hoihow, and we may look for a con-  
tinuance of the prevailing squally weather.  
Locally there has been no serious damage and  
no loss of life reported so far, though in conse-  
quence of the bad weather prevailing work in  
the harbour was considerably interfered with.  
Early in the day nearly all the sampans, and a  
large number of smaller launches and lighters  
sought shelter from possible developments in  
the safe anchorage of Causeway Bay, though  
many of the sampans had some exciting  
experiences before reaching the security of that  
harbour, and while no lives were lost, many a  
sampan man and woman is to-day bemoaning  
the loss of their *larses et penates*, which now  
repose on the sandy bottom of the harbour, as  
the result of the swamping and capsizing of  
their boats in their helter skelter race for shel-  
ter. The French mail steamer *Oreante*, which  
was due to have sailed yesterday, was unable  
to get away until this afternoon. The same  
may be said of the P.M.S. *Tartar*, though she  
was only due to sail this morning for Van-  
couver. Steamers arriving from Canton report  
very squally weather, so much so that several  
of them returned and anchored at Chuen Pi in  
the Canton River, arriving here in consequence  
several hours late. The S.S. *Hankow* twice  
 essayed to continue the passage from Canton  
to Hongkong, but twice had to return to her  
sheltering anchorage leaving finally at daylight  
this morning and arriving at 10.30 a.m. instead  
of midnight. The *Falshan*, which was due to  
sail at 8 a.m. on her return voyage, only got in  
at 7 a.m. instead of 4.30 p.m. yesterday. She  
however left again to schedule time waiting  
only to discharge her passengers, the weather  
having prevented her shipping much cargo.  
They reported heavy seas, and strong E. to  
S.E. winds all the way to Hongkong with in-  
cessant heavy rain all night. The harbour  
is exceptionally empty of shipping, and to-day  
presents a most deserted appearance. The  
Kowloon Star Ferry keeps up its service, and  
will continue to do so as long as the boats are  
able to approach the wharves on either side,  
with any degree of safety; nor is the Peak  
tramway service in any way interrupted. No  
reports of any particular damage ashore have  
been made, beyond the blowing down of a few  
masts along the Praya, and the breaking of a  
number of branches from the trees on the  
higher and more exposed levels. In the Public  
Garden, a considerable amount of havoc was  
wrought among the flowering shrubs and plants  
which adorn that pleasant resort. One curious  
and somewhat ludicrous accident is reported from  
Stonecutter's Island from which it appears that  
a sampan, in the act of being safely beached  
there, suddenly was caught by a wave, carried  
up the beach and capsized, burying underneath  
her only occupants—a woman and a young  
child, who were unable to get out of their  
strange prison until the police patrol, hearing  
their cries, and being unable to right the boat  
cut a hole in her bottom and so rescued the  
very frightened prisoners, who nevertheless  
were quite unhurt.

## THE WEATHER.

The following report is from Mr. J. I. Plum-  
mer, Chief Assistant of the Hongkong Obser-  
vatory.  
On the 9th at 3.35 p.m. the black S. Cone  
was ordered to be hoisted and on the 10th at  
11.9 a.m. the black S. Cone and black ball were  
ordered to be hoisted.  
On the 10th at 11.20 a.m. The barometer has  
risen in Japan and in China except upon the  
south coast.  
The typhoon is situated to the Southwest of  
Hongkong, is still moving in a W.N.W. direc-  
tion and will probably strike the coast to the  
north of Hoihow.  
Moderate variable winds will prevail in the  
Formosa Channel, and decreasing S.E. winds  
in the northern part of the China Sea.  
Forecast.—Decreasing S.E. winds, squally.

## SHIPPING AND MAILS.

## MAILS DUE.

Australian (*Changha*) 11th inst.  
English (*Coromandel*) 11th inst.  
American (*Korea*) 12th inst.  
Indian (*Namang*) 15th inst.  
Canadian (*Empress of India*) 15th inst.  
German (*Premis*) 16th inst.  
American (*Galle*) 18th inst.

The I. C. S. N. Co.'s s.s. *Nam*



## TELEGRAM.

(Reuters.)

## The War.

LONDON, 8th August.

According to a St. Petersburg telegram, a fierce battle was fought on the land-side of Port Arthur on the 5th instant, in which the Japanese are reported to have been repulsed with great loss, the number of killed alone being estimated at 10,000. The Russians lost about 1,000.

General Stoessel telegraphs that Japanese attacks on Port Arthur on the 26th to the 28th were repulsed with enormous losses. The Russian losses in three days amounted to 40 officers and 1,500 men.

## TRADE REPORT.

BY A COMMERCIAL AGENT.

The Minister for Agriculture New South Wales has received a report from Mr. J. B. Sutor, Commercial Agent for that State in the East dated at Kobe, from which the following extracts are taken:—

It is the general opinion that Syndicate shippers are a little over-cautious in the matter of freights and war risks. I am decidedly of opinion that the chances of shipping from New South Wales falling into the hands of the enemy are very remote. New South Wales shippers need not have any cause for alarm, so long as the vessels do not venture on the Sea of Japan.

It is quite apparent that satisfactory results are now being experienced as a result of my visit to Japan, and I re-order sent for New South Wales products. Already large quantities of wheat have arrived, and more likely to be ordered. New South Wales wheat is highly spoken of, and with favourable reason we are bound to do well, but must pay careful attention to the quality and soundness of the bags the wheat is conveyed in.

I specially mention the matter of bags, for my attention has been drawn to some very defective bags containing wheat by the *Yusaka Maru* of February last. Some of the bags were simply rotten in places, caused, no doubt, through the wheat being stacked in the field before sending to the seaboard. Defects of this nature have a very bad effect in the East, freely spoken of, and hence a bad advertisement for New South Wales. I therefore invite special attention to the soundness of the bags, and request that they be looked to at the time of loading. It is also very advisable to send a fair percentage of spare bags with each consignment.

I am now very hopeful of good results for our tinned meat, but at the onset it is highly important to supply at the lowest possible quotation, in order to get a footing, for the competition for the Japanese market is very keen.

As per my cables a large number of horses are likely to be required, but definite information is certain to be delayed until the question of freights can be reduced to a satisfactory basis. I am advised that large orders have gone forward for compressed fodder, also barley.

I am of opinion that the other States of the Commonwealth are benefiting by my reports from the East.

There is an active demand for good leather as per standards known as prime stirrup and prime skirt, and it is quite possible that 10,000 sides will be required in a month or so.

There is an active demand for good tanning bark, and I feel a good business can be worked up if the New South Wales product can be supplied at a reasonable rate. Messrs. W. H. Gill and Company do a large business in this line, and principally import oak bark from America. I, therefore, advise that the matter be taken up with Messrs. W. H. Gill and Company, or any of the other firms mentioned in my previous despatches. If a bark can be produced of a lighter color than the wattle it should command a ready sale. It appears the wattle bark produces a darker leather than the American oak, and also has a very objectionable smell, which is also conveyed to the leather.

There is still an active demand for all classes of lead, and the demand is likely to continue. Very large quantities are coming in from America, still I am inclined to the belief that the present high prices will continue, and the future of the lead market is worthy of careful consideration.

On the 14th instant I cabled you with reference to Siberian and Eastern products. In consequence of the war and difficulty of carrying by railway, there is likely to be a great falling off in all Siberian products. This should have a decided bearing on the London and other markets.

As regards Eastern products, it is generally thought that the outlook is in every way favourable, and excellent returns expected.

As mentioned in my previous reports, I have not neglected the important matter of cold storage works, and have had repeated interviews. I am glad to state the proposal is now taking definite form, and endeavours are being made to start a company for the erection of cold storage at Kobe and Yokohama. In connection with this matter there must be some settled arrangements arrived at in regard to freights for cold storage from New South Wales to Japan, and it would be advisable for the E. and A. Company and the China-Navigation Company to carefully consider the question, and advise their local agents accordingly, so as to be prepared with the information when the company is formed. Meat, mutton, and butter are advancing at a rapid rate in Japan. If by any chance the scheme should fall through, I strongly urge that the matter should be taken up by the New South Wales people.

I have had long interviews with the Kawasaki Dock Yard Company, and feel it is only a matter of time when large orders will be placed with New South Wales timber merchants. The Kawasaki Company are very powerful people in Japan, and I have impressed the president and chief engineer with the excellent qualities of New South Wales timber.

## THE WAR.

MINES IN OPEN SEA.

Sir John MacDonnell, one of the highest authorities on international law in Great Britain, when asked by a newspaper correspondent his view on the subject of the alleged sowing of mines in the open seas by the Russians, replied:—

"I think that with our imperfect knowledge of the facts, it is quite premature to express an opinion as to what has been done by the Russians in the waters adjacent to Port Arthur. I am reluctant to believe they resorted to the expedient, wasteful and altogether uncertain in its effects of sowing or scattering mines in waters outside their territorial zone. Every belligerent is free, I take it, to destroy his opponent's vessels in territorial waters or the high seas by all the customary means, including the use of mines. If in an attempt to sink the enemy's ships he accidentally destroys neutral property, it would be unanswerable to claim damages done on the high seas.

Let me add one remark suggested by much that has already happened in this war. In regard to maritime warfare neutrals are no longer united, as they once were, in arresting the encroachments of belligerents. When only one or two nations had, or aspired to have, great navies, other countries were agreed on a course of action or, at all events, were jealous of any diminution of neutrals' rights on the high seas. Now, all is changed. Several nations possess powerful fleets, and hope to strengthen them. If they look forward to the possibility of being strong, if not supreme, on the sea, they hesitate to condemn acts which, on their part, they would have severely reprobated, because, they say, 'Who knows how soon it may be in our interests as belligerents to do the very acts from which as neutrals to-day we suffer.' I believe this will prove the key to much that we shall witness in this war."

## SERIOUS CUTTING AFFRAY.

A delay in shaving has caused serious trouble to Han Woo. On the 5th inst., he entered the barber shop of Shum Shing to have his head shaved. He wanted that operation to take place at once, but Shum Ki, another customer, was before him, and as the latter would not give up his turn a quarrel ensued, during which, it is alleged, Han Woo seized a chopper and cut Shum Ki on the left hand, nearly severing his first two fingers. The matter was immediately reported to Inspector Smith, who had Shum Ki removed to hospital and Han Woo placed under arrest. At the hospital it was found necessary to amputate the fingers, which was done. This morning Han Woo was placed before Mr. Gompertz when evidence was given substantiating the charge preferred against him of cutting and causing grievous bodily harm to Shum Ki, defendant having nothing to say in his defence.—Dr. Laing, of the Government Civil Hospital, stated that the complainant was admitted to the hospital at 3.10 p.m. on the 5th inst., suffering with injury to his left hand. The tendons of the first and second fingers were cut, as well as the joints, the bone of the second finger being cut through. The injury was so severe that witness had to amputate both fingers. The chopper would cause just such injuries. The complainant is still under treatment in hospital and will be so for another ten days. The prisoner was formally committed to take his trial at the next criminal sessions.

## ON THE LINKS.

Cards returned at the monthly meeting held at Happy Valley from the 6th to the 8th instant were as follows:—

CAPTAIN'S CLUB.	
Mr. T. F. Cobbs .....	95—18=77
" T. C. Gray .....	90—12=78
" C. M. G. Burnie .....	82—2=80
Major Pritchard .....	101—18=83
29 entries.	

POOL.	
Mr. T. C. Gray .....	90—12=78
" C. M. G. Burnie .....	82—2=80
Major Pritchard .....	101—12=83
30 entries.	

## SHIPBUILDING RETURNS.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 392 vessels of 995,088 tons, gross under construction in the United Kingdom at the close of the quarter ended 30th June, 1904.

The tonnage under construction is now about 4,500 tons more than it was at the end of March, 1904. Compared, however, with the total reached in September, 1901, which is the highest on record, the present figures show a reduction of 420,000 tons, or about 30 per cent.

Of the vessels under construction in the United Kingdom at the end of June, 313 of 750,982 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification by the Society. In addition, 59 vessels of 150,862 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 372 vessels of 901,844 tons. Details of this total are as follows:—

No. Gross Tonnage.	
Building in United Kingdom for home account, for sale, &c. ....	268 ... 628,743
Building in United Kingdom for foreign and colonial account. ....	45 ... 124,739
Building abroad for United Kingdom owners .....	11 ... 73,5
Building abroad for foreign account. ....	48 ... 143,567
Total building on 30th June for classification in Lloyd's Register Book	372 ... 901,844

## COMMERCE DESTROYING IN WAR.

PREDECESSORS OF THE VLADIVOSTOK SQUADRON.

THE "SUMNER" AND "ALABAMA."

The exploits of the Vladivostok Squadron have earned for the three vessels comprising it—the *Rosita*, *Rurik*, and *Gromozmi*—a reputation as commerce destroyers which by future historians will entitle them to rank with the notorious Confederate cruiser *Alabama*, which during the American Civil War so effectively served her side by preying on helpless merchant vessels. The Vladivostok Squadron's record is already such a long one that if the warships are allowed to continue their work of destruction, it is no exaggeration to say that the merchant marine of Japan will be in jeopardy. The squadron's first successful effort in the destruction of Japanese craft was made in February, a few days after the commencement of the war, when a small Japanese steamer, the *Nagasaki-maru*, was sunk. The squadron did not make another raid for some months, until the beginning of May, when it signalled its reappearance by sinking the transport *Kinkiu-maru*. Its next exploit was in June, when the small steamer *Goya-maru* was sunk at Gensan, and a few days later to the surprise of the world, the warships descended as far south as the Korean Straits, sinking the large transports *Hitachi-maru* and *Izumi-maru*, and seriously damaging the *Sado-maru*. The same cruise was marked by the capture of a British steamer and the sinking of two Japanese sailing vessels, while later a small merchant steamer was sunk off the Hokkaido. Retiring to Vladivostok, the squadron "lay low" and coaled preparatory to an extended cruise, which began a few days ago. The first steamer sunk was a small Japanese coasting steamer, the *Tokushima-maru*. Then it was learned that the British steamer *Knight Commander* had been sunk and the German steamer *Arabis* captured. The squadron has thus destroyed or inflicted damage upon some ten vessels, more or less large, with a loss of between one and two thousand valuable lives and a large quantity of cargo, mostly material for the Japanese forces.

With the exception of the loss of life, the record rivals that of the *Alabama*, a vessel whose ultimate cost the British Government over £3,000,000, and it may therefore be interesting to recall the career of that famous vessel, and of its predecessor, the *Sumner*. When the Civil War broke out the Confederate States found themselves without a navy, unlike the North, which promptly instituted an effective blockade of the whole of the Southern ports. The Confederates determined upon fitting out small and swift vessels, each armed with a few heavy guns, whose work would be to cruise against the merchant marine of the Northern States. The South lacked nothing in able naval officers, as the majority of the senior officers of the U.S. navy were Southern men, and in sympathy with the Southern cause. In 1861, before the breach between the two parties was beyond healing, and when hopes of a peaceable settlement had not been extinguished, Captain Raphael Semmes, whose name is notorious in connection with the *Alabama*, was commissioned by the Southern leaders to purchase ships and stores for the South. Semmes found it very difficult to purchase ships, as none were in the land, and it was not until several months after the commencement of the war that the Confederates were able to send their first armed cruiser to sea. This was the *Sumner*, previously a small trading steamer, and which did considerable damage to Northern commerce before it was condemned as unseaworthy. "Captain Semmes," says one authority, "who was appointed her commander, was singularly qualified for the work expected of him. He was a native of Maryland, about fifty-one years of age; he had been a commander in the United States navy, and now held the same rank in the service of the Southern States. Besides possessing high professional abilities and attainments, he was a man of acute intellect and of decided character; and he was thoroughly instructed in the PRINCIPLES AND DETAILS OF INTERNATIONAL LAW and etiquette. He seems to have united with the good qualities of a naval officer the qualifications of an able lawyer, diplomatist, and publicist. He could be trusted to secure for a war vessel of the Confederacy, however small, every advantage to which she was entitled from neutral Powers, and of the other belligerent alike, nothing which was not strictly just and equitable. He seems to have united with the good qualities of a naval officer the qualifications of an able lawyer, diplomatist, and publicist. He could be trusted to secure for a war vessel of the Confederacy, however small, every advantage to which she was entitled from neutral Powers, and of the other belligerent alike, nothing which was not strictly just and equitable."

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from New Orleans, then strictly blockaded, was over before the end of the year; but she had captured 18 vessels, had spread alarm through the Northern seaports, and had put shipowners and merchants to heavy charges for insurance; and by disinclining merchants to ship their goods in Northern vessels, had seriously injured the shipping trade of the Northern States. Eventually she was laid up at Gibraltar, and declared unfit for further service; had she been seaworthy, it would have been very difficult to carry her out of a port where she was diligently watched by Northern cruisers. She had, however, verified the anticipations of the Confederate Government; and in 1862 this Government found a successor for her, much better fitted for the work to be done, and destined to far greater celebrity. This was the *Alabama*.

## S.S. "ALABAMA."

The *Alabama* was constructed by Laird & Sons of Birkenhead—a screw sloop of 1,040 tons register, built of wood, swift in speed, with two engines of 350 horse-power each, and barque rigged. The *Alabama* was pierced for twelve guns, and had the means for carrying two heavy pivot guns amidships. She cost £47,500 without equipment, and with her armament £51,716. In June, 1862, Semmes was appointed to superintend her equipment and take command of her when ready for sea. The strictest secrecy was observed by the Confederate officials having charge of her in order that the nature and destination of the vessel should not reach the ears of the British Government and also the U.S. representatives in Great Britain. The identity of the vessel was so well concealed that she was nearly ready for sea before she was suspected by the emissaries of the United States. Captain Semmes and the superintendent of the Building of "No. 200," as she was known at Birkenhead, had little difficulty in avoiding any infringement of the public and municipal law during the construction of the vessel. According to previous practice, it had been held lawful to build vessels for a belligerent in neutral ports, and lawful to purchase guns and stores in neutral ports, though they might be for the equipment of vessels thus built. What had been held unlawful was the equipment with guns and warlike stores of a vessel.

BUILT FOR A BELLIGERENT in a neutral jurisdiction. Without going into the details of how the *Alabama* succeeded in leaving the English port, it is sufficient to say that when orders were given to detain "No. 200," she was gone.

On the 13th August the *Alabama* arrived at Terceira, one of the Western Islands. A few days afterwards the vessel was joined by Captain Semmes and his officers, and by a vessel from London carrying guns, stores, and a supply of coal. By the 24th August, the destroyer was ready for sea, and now Captain Semmes produced his commission to the sailors, named his vessel the *Alabama*, and hoisted the Confederate flag. The sailors on board the *Alabama* and the other vessels were British, all entered for foreign service, but with few exceptions they enlisted under Captain Semmes at a high rate of pay. The crew consisted of eighty men all told, and the armament of eight 32-pounders. The first capture of the *Alabama* was on the 5th September, and in a few days she had burned property which exceeded her own cost. Indignation was rife throughout the Northern States, and soon "the pirate Semmes" had several fast-sailing cruisers searching for him.

## HER SKIPPER.

A brief summary of his career is given from papers compiled by Captain Semmes, which we reproduce as follows:—

"Captain Semmes made for the American coast, which he had determined to make his first cruising ground. He was ambitious of making a few captures within sight of New York; but running short of coal, he was obliged to give up this somewhat daring scheme, and make for a coaling-station. He afterwards lay on the track of the California mail steamers running between Aspinwall and New York; and after waiting for some time, he captured the *Ariel* mail steamer, with 140 marines, several United States officers, and 500 other passengers on board. A heavy gun and a quantity of specie were all he took by this capture, but it greatly raised the prestige of the *Alabama*, and increased the alarm of American shipowners. The passengers and crew of the *Ariel* were too numerous to be taken on board the *Alabama*; and as Captain Semmes found her raging at Kingston in Jamaica, at which port he intended to have landed them, he was unable to destroy the vessel, and had to set her free, after taking a bond for a large sum to be paid on the 11th January, 1863, an encounter occurred between the *Alabama* and a United States vessel, which still further augmented the reputation of the former. Cruising Galveston in Texas, the *Alabama* gave battle to the United States gunboat *Hatteras*, an old vessel, somewhat inferior in armament, and sunk her after a few broadsides. The destruction of the *Hatteras* and the capture of the *Ariel* were the most remarkable events in the career of the *Alabama* until her closing scene arrived. Her history consists of a monotonous succession of captures made in different seas, her prizes being merchant vessels incapable of resistance, which were burned, or, when there was convincing evidence of the neutral ownership of the cargo, which did not often happen, liberated upon bond. She captured in all 65 vessels, and the value of the property she destroyed has been estimated at 4,000,000 dollars. It was, however, by the heavy insurance for war-risks to which she subjected them, and still more by the difficulty she caused them in getting freights, that the *Alabama's* career inflicted the greatest injury upon the shipowners of the United States. When the pursuit after her became too hot on the American coast, she sailed for the Cape of Good Hope, and cruised in the Eastern seas. Returning to Europe, she arrived in the English Channel in June, 1864, and on the 11th June entered the French port of Cherbourg to refit and supply herself with

stores. She had been nearly two years at sea and had got into bad condition; her speed and sailing qualities were considerably impaired. Permission to make the necessary repairs was given by the authorities of the port of Cherbourg.

## "ALABAMA" SUNK.

"But within a few days, the United States steamer *Kearsarge* commanded by Captain Winslow, a former shipmate of Captain Semmes, arrived at Cherbourg; and she made a demonstration which the officers and crew of the *Alabama*—rithing under the abuse that had been heaped upon them, and aware that their career had been inglorious—regarded and resented as a challenge. Captain Semmes knew and probably shared their feelings, and determined to gratify them; he sent notice to the United States Consul that he would sail out and fight the *Kearsarge*. The two ships were, in appearance, not unequally matched; in reality the *Kearsarge* had considerably the advantage in number of crew, speed, armament, and general condition; besides that she was protected amidships by armour. The fact of her being thus protected, and the extent of her superiority, seem to have been unknown to Captain Semmes. The fight took place on Sunday, the 19th June, outside the port of Cherbourg, all Cherbourg gazing at it from the neighbouring heights. The *Kearsarge* having the superiority in sailing, was able to keep at a distance of about 500 yards from the enemy; her armour in a great measure protected her from the enemy's shot; and, as might be expected, her guns were better served than those of the *Alabama*. Before the fight had lasted an hour, Captain Semmes found his ship was sinking, and gave orders to pull down his flag. The boats were got out, and the wounded placed in them; but before the *Kearsarge* could come to the rescue, the *Alabama* went to the bottom. The boats of the *Kearsarge* saved many of the crew. Others, including Captain Semmes, were picked up by the English yacht *Deerhound*, which had been allowed by Captain Winslow to help in rescuing the *Alabama's* crew. "These the *Deerhound* immediately carried within neutral jurisdiction. Semmes and the others saved by this vessel were afterwards charged with having broken their faith as prisoners who had asked for quarter from the *Kearsarge*. As regards the *Deerhound*, the seamen of the *Alabama* once upon its deck, were entitled to the protection of Great Britain, and no previous compact could have deprived them of it."

The *Alabama*, so long a TERROR TO HELPLESS SHIPPING, was at last sunk in fair fight. The destruction she wrought was so great, and in effect so alarming, as to produce a very marked diminution in the number of commercial vessels carrying the flag of the United States. Her career demonstrated how completely belligerents fairly matched might ruin each other at sea. Her end was more honourable than her career, and demonstrated how helpless is the greatest gallantry against superior armament and equipment. Her career of course raised an important question between Great Britain and the United States, one which might have ended in the gravest consequences for both countries, but which was finally submitted to a Court of Arbitration, consisting of representatives of England and the United States and three other members appointed by the King of Italy, the President of the Swiss Confederation, and the Emperor of Brazil. The Court met at Geneva in December 1871, and gave its award in September 1872, by which it was decreed that Great Britain was responsible for not preventing the vessel from leaving a British port, and should pay the United States the sum of £3,229,166 13s. 4d.—*Kobe Chronicle*.

## COMMERCIAL.

## RICE.

Mr. Wm. G. Hale & Co., write in their circular, dated Saigon, 29th ult.:—The advance in prices advised in our late issue has been well kept up during the period under review, owing to supplies being confined to small arrivals of contracted grain and to a fairly good demand which has been prevailing for Java, Philippines, China, etc.

On the other hand, Exchange, during the earlier part of the period under review, had gone up by several points thus checking business with Europe.

The closing tendency of our market is decidedly upward, as dealers in the Interior hold on their stocks for higher prices and that there are good many large contracts falling due in August which require grain for fulfilment.

A LETTER from an officer named Prosekin shows that the Japanese are artists even in death. "During our retirement," reads the letter, "we passed a number of wounded Japanese belonging to the force outflanking us. Seeing one of these, apparently writing a letter, I went over to him. He was sitting in a pool of blood with a badly-arranged bandage on his left arm, and a look of suppressed agony on his face. Across his knee, face downwards, was a tattered map, and on this, with a stick dipped in blood, he was laboriously sketching a field gun on the top of a hill, with a little Japanese infantryman running straight at the muzzle. I gave the artist a drink of water."

## Today's Advertisement.

THE GREAT SENSATION AND ATTRACTION IN THE EAST. NEVER SEEN IN HONGKONG BEFORE. SIMONS' GRAND PANOPTICON, MUSEUM, DIORAMA, CYCLOPAMA, AND WAX-WORKS EXHIBITION. Dea Vieux Road, opposite Central Market. TO-NIGHT, TO-NIGHT, TO-NIGHT!!! FROM 6 P.M. TO 11 P.M. Price of Admission ..... 50 Cents. Children ..... 30 " Soldiers and Sailors in uniform ..... 30 " A. W. SIMONS, Sole Manager. Hongkong, 10th August, 1904. 1899

## Today's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. PERKINS, to Sell by PUBLIC AUCTION,

ON TUESDAY,

the 16th August, 1904, at 2.30 P.M., within her residence, "Erance," Observatory Road, Kowloon,

THE WHOLE OF HER

HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with MATTRESSES, TEAKWOOD WARDROBES with GLASS, OVER-MANTELS, CHEST-OF-DRAWERS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, TEAKWOOD DESKS, ICE CHEST, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, PICTURES, COOKING STOVE and UTENSILS, &c., &c., &c.

ALSO One COTTAGE PIANO by Sandon and Steedman, London; AND—

A Great Assortment of PLANTS in Pots. Catalogues will be issued. TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 10th August, 1904. 1924

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain G. C. Cundy, will be despatched for the above Ports, on or about SATURDAY, the 27th August.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 10th August, 1904. 1923

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTES FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Armand Bellet* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 22nd August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1904. 19

## Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. 1924



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOVENE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	30th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.....	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th August, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN" * 1	11th August.
NINGPO and SHANGHAI	"WHAMPOA" 1	11th "
SHANGHAI	"SHAHSING" 1	12th "
CHINKIANG	"WUHU" 1	13th "
MANILA	"CHEUNGCHOW" 1	15th "
CEBU and ILOILO	"TEAN" 1	16th "
SWATOW, CHEFOO and TIENSIN	"KAIPOH" 1	16th "
	"KANBU" 1	25th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th August, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 20th August, at 10 A.M.
PERLA	1980	A. H. Noley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th August, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail on
"ARABIA"	4483	Bahle	August 25th, 1904.
"ARAGONIA"	4198	Schuld	September 14th, "
"NUMANTIA"	4370	"	October 10th, "
"NICOMEDIA"	4370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## HONGKONG-CANTON LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
3 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$3; Return Ticket, \$5. Return  
Ticket including Triffin and Dinner either on  
Board or at Macao Hotel, \$6. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## THE British Steamship

## "YING KING,"

Captain E. J. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously  
furnished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is excellent.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivaled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904. [819]

## MESSAGERIES CANTONNAISES.

J. TREVOUX &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

## THE Commodious Steamer

## "PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton  
at 9 P.M., on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following Days, leaving Canton at 5 P.M., taking  
Passengers and Cargo as usual.The S.S. "CHARLES HARDOUIN,"  
Captain Merliu, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.These Two Magnificent and Up-to-Date  
Steamers, are lighted with Electricity.The Saloon is under European Supervision.  
First Class European.....\$5.00  
Second Class European.....3.00  
First Class Chinese.....1.50  
Second Class Chinese......80  
Deck......30The Company's Wharf is at the end of Queen  
Street, Praya West.For further Particulars, apply to  
J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 9th June, 1904. [222]

## STEAM TO CANTON.

## THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW".....1,309...J. P. MARTIN.  
"KWONG TUNG".....1,238...H. W. WAI KER.  
Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904. [731]NAVIGAZIONE GENERALE ITALIANA,  
(Florida and Reddittio United Companies).STEAM FOR  
BOMBAY VIA SINGAPORE AND  
PENANG.Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA.ALSO  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS  
up to CALLAO.Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and LAGUA.

## THE Steamship

## "CAPRI,"

Capt. Belsito, will be despatched as above,  
on FRIDAY, the 12th instant, at Noon,  
instead of as previously advertised.At BOMBAY, the Steamer is discharging in  
VICTORIA DOCK.For further Particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.

Hongkong, 10th August, 1904. [904]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

## "CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the  
above Ports, on SATURDAY, the 13th instant,  
at 3 P.M.For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 8th August, 1904. [917]

P. & O. S. N. Co.'s  
INTERMEDIATE LINE.

## NEW and well appointed twin screw

## S.S. "BORNEO,"

4,573 tons,  
Capt. G. W. Gordon, R.N.R., will be despatched  
for LONDON (DIRECT), on or about 19th  
August.Has excellent accommodation for FIRST and  
SECOND SALOON PASSENGERS at moderate  
rates.For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 6th August, 1904. [865]

AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

## FOR NEW YORK via SUEZ CANAL

## THE Steamship

## "EPSOM,"

Captain J. White, will be despatched for the  
above Port, on or about SATURDAY, the 3rd  
September.For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 4th August, 1904. [749]

## Shipping—Steamers.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, KOBE AND  
YOKOHAMA.

## THE Company's Steamship

## "MANCHE,"

Captain ....., will be despatched for the  
above Ports, on or about WEDNESDAY, the  
10th instant.For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th August, 1904. [9]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "LOONGSANG,"

Captain G. S. Weigall, will be despatched as  
above on FRIDAY, the 12th inst., at 4 P.M.This Steamer has Superior Accommodation  
for First Class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 8th August, 1904. [918]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"BEDOUIN".....12th August.

"LOWTHER CASTLE".....20th "

"ATHOLL".....15th September.

For Freight and further information, apply  
toDOEWELL & Co., LIMITED,  
Agents.

Hongkong, 8th August, 1904.

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURGThe Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 10th May 1904. [52]

## For Sale.

## FOR SALE.

(OWNER GOING HOME).

BAY AUSTRALIAN MARE, 8 years, 14.1.  
BLACK AUSTRALIAN GELDING,  
9 years, 14.0.For further particulars, apply to—  
MAJOR HAMILTON,  
Head Quarters.

Hongkong, 9th August, 1904. [919]

## FOR SALE.

ONE ICE-MAKING MACHINE with  
GAS ENGINE complete.For full Particulars, apply to  
HUGHES & HOUGH,  
8, Des Voeux Road.

Hongkong, 27th June, 1904. [760]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5 per Cask ex Factory.

In Bags of 25 lbs. net \$3 per Bag ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 1st August, 1904. [783]

## FOR SALE.

INCANDESCENT  
Lamps, of all  
descriptions from the best  
makers.Incandescent  
Mantles,  
Chimneys,  
Globes, Sha-  
des, &c., for  
Gasoline and  
Gas Lamps at  
the most  
moderate  
prices.Lamps fixed  
up for Buyers  
free of charge.Naphtha of  
the best kind  
kept in stock.TAI KWONG CO.,  
56, Lyndhurst Terrace.

Hongkong, 17th November, 1904. [51]

SAVARESSE'S  
SANDAL  
CAPSULESEfficacious because absolutely pure  
English Oil. Not made of refined  
Full directions. All Genuine.  
Sole Importers, SAVARESSE & SONSHONGKONG AVERAGE MARKET  
PRICES.

Corrected 3rd August, 1904. 100 cts. per 5 Mts.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 18  
" Corned—Ham Ngau Yuk 18  
" Roast—Shiu 18  
" Breast—Ngau Lam 13  
" Soup, Tong Yuk 14  
" Steak—Ngau Yuk Pa 18  
" Serjoin—Ngau Lau 26  
" Sausages—Ngau Yuk Chung 26  
Bullock's Brains—, Know..... per set 9  
" Tongue fresh—Ngau Li..... each 45  
" Corned—Ham Ngau Li..... 55  
" Head—Ngau Tau 55  
" Heart—Ngau Sum 9  
" Hump, Salt—Ngau Kin..... 14  
" Feet—Ngau Kerk..... each 8  
" Kidneys—Ngau Yiu..... 8  
" Tail—Ngau Mei 16  
" Liver—Ngau Con 9  
" Tripe (undressed)—Ngau To..... 5  
Calves' Head and Feet—Ngau-chai-  
tau-keok.....set 75  
Mutton Chop—Yeung Pai Kw..... 24  
" Leg—Yeung Pei 24  
" Shoulder—Yeung Shau 22  
Pigs' Chitlings—Chi cheong 16  
" Brains—Chi Know.....per set 2  
" Feet—Chi Kerk 12  
" Fry—Chi Chak 12  
" Head—Chi Tau 15  
" Heart—Chi Sum 8  
" Kidneys—Chi Yiu.....pair 7  
" Liver—Chi Kon 24  
Pork, Chop—Chi Pai Kwai 23  
" Corned—Ham Chu Yuk 24  
" Leg—Chu Pei 24  
" Fat or Lard—Chu Yau 18  
Sheeps' Head and Feet—Yeung Tau  
Keok.....set 50  
" Heart—Yeung Sum.....each 6  
" Kidneys—Yeung Yiu 10  
" Liver—Yeung Con.....lb 22  
Sucking Pigs, To Order—Chu Chai 16  
Suet, Beef—Sang Ngau Yau 17  
" Mutton—Sang Yeung Yau 22  
Veal—Ngau Chai Yuk 18  
" Sausages—Ngau Chai Yuk Tong 15

## FRUITS.

Almond—Hung Yan.....lb 20  
Apples, (California)—Kam San Ping 30  
" (Chefoo)—Tin Chun Ping 15  
" Ko..... 10  
" Small—Hoi Tong..... 10  
" Custard—Fan Lai Chi.....each  
Bananas, fragrant, Canton—Sang Sheng  
Heung Chiu 3  
" (brides), Macao—Sang Heung Chiu 30  
" Chestnuts, Chinese—Foong Lut..... 2  
" Carambola—Yeung Tou 10  
" Cocoanuts—Yeh Ts.....each 9  
" Grapes—Sin Tai Tsz.....lb  
" Lemons, China—Ning Moong 10  
" Amer.—Kum San Ning Moong 6  
" Lichees, Dried—Lai Chi Con 15  
" Fresh, Lai Chi 15  
" Limes, (Saigon)—Sai Kung Ning  
Moong.....each 7  
" Mango, Manila—Lui Sung Moong 8  
" Mango, Saigon—Sai Kung Moong 30  
" Mangosteens, San Chuk Tsz.....doz  
" Oranges, (Canton)—Sung Sheng Tim  
Chang 30  
" Small—Tai Kut 1  
" Mandarin—Tim Kut 6  
" Olives—Pak Lam.....lb  
" Pears, (American)—Kam San Shut Li.....  
" (Canton), Cooking—Sa Li 8  
" (Shanghai)—Sheung Hoi Li 10  
" Peanuts, Fa Sang 10  
" Persimmons Large—Hung Chie 25  
" Pine-apples, 1st quality—Sheung Poon  
Ti Paw-law.....each 15  
" 2nd cooking—Chung-tang  
Paw-law..... 2  
" Platans—Tai Chen 15  
" Plums, Swatow—Hung Lai 10  
" Punolo, Siam—Chun Lo Yau 10  
" Walnuts, Hup Tou 10  
" Green—Sung Hoi Tou 10

## VEGETABLES, &amp;c.

Artichokes, Shanghai—Sheung Hoi Ah  
Chi Chuk.....lb  
Beans, (French) Macao—Oh Moon 10  
" Tau 15  
Beans, (French), Shanghai—Sheung Hoi  
Pin Tau 10  
Beans, Sprout—Ah Choi..... 2  
Beans Long—Tau Kok 6  
Beet Root—Hung Choi Tau..... each 2  
Brinjals, Green—Cheng Yuen Ker 3  
Brinjals, Red—Hung Ker 3  
Brassica—Pak Choi..... 4  
Bamboo Shoots—Chook Shun 6  
Cabbage, Chinese, com.—Kai Choy 16  
Cabbage Rot—Kai Lan Tau.....each 2  
Cabbage, (Shanghai)—Yeh Choi 13  
" Cane Shoots, bunch—Kau Shun 2  
Cauliflower, Large size—Tai Yeh Choi  
Fa.....each  
Cauliflower, Medium size—Cheung Yeh  
Choi-fa.....each  
Cauliflower, Small size—Sai Yeh Choi-fa  
Carrots—Kam Shun 7  
Celery, Chinese Tong Kan Choy 15  
Celery, English—Yeung Kan Choi 10  
Celery, White—Pak Yeung Kan Choi 10  
Chilies Dried—Con Lat Chiu 20  
" Red—Pung Fa 15  
" Green—Cheng Lai Chiu 5  
Curry Stuff, English—Ka Lee Choi Liu 5  
Cucumbers—Cheng Kwa 4  
Bitter Squash—Fu Kwa 4  
Garlic—Suen Tau 5  
Ginger, young—Sun Tsz Keung 6  
" old—Lo Keung 4  
Horse Radish, Shanghai—Lik Kan 70  
Indian Corn—Suk Mai.....piece 3  
Lettuce—Yeung Sang Choi.....each 1  
Water Chestnuts—Ma Tai 5  
" Mandarin—Kwai Lun Ma Tai 7  
Mushrooms Fresh—Sang Cho Kho 30  
Onions, Bombay—Yeung Chung Tau 5  
" Green—Sung Chung 3  
" Shai—Sheung Hoi Chung Tau 4  
" Japan—Yat Poon 1  
Okroes—Mo Ker 1  
Parsley, English—Yeung Un Sai 1  
Gradus Pea 1  
Green Peas—Cheng Tau 1  
Potatoes, Sweet—Fan Shu 4  
" Shanghai—Sheung Hoi Shu  
Tsai 3  
" Japan—Yat Poon Shu Tsai 1  
" American—Fa Ki 1  
" Foochow—Fuk Chau Shu Tsai 4  
" Macao—Oh Moon 4  
Pumpkin—Toong Kwai 2  
" Hung Lo Pak Tsai.....dozen 3  
Rhubarb 16  
Shalots—Con Chung Tau 10  
Spinage (Chinese)—Paw Choi 4  
Spinach—Yin Choi 4  
Tomatoes—Fan Koi 5  
Taro—Wu Tau 3  
Turnips, Pun-ti (Long)—Low Pak 3  
" English—Yeung Low Pak, piece 3  
Vegetable Marrow—Chit Kwa 4  
Waters Cresses—Sai Yeung Choi 15  
" Callrops—Lai Kok 1  
" Lily Roots—Lin Ngau 1  
" Yams—Tai Shu 4N. A. JOHANSEN,  
Acting Inspector of Markets.







## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 13th August,  
at Noon, taking Passengers and Cargo to the  
above Ports in connection with the Company's  
S.S. China, 7,912 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
Steamship proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Ballarat  
due in London on the 26th September.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th July, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Aug. 11
Shawmut	9,606	W. M. Smith	Aug. 31
Trenton	9,606	F. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Trenton	9,606	F. W. Garlick	...
Lynn	4,417	G. V. Williams	...

Steamers marked (\*) have no second-class  
passenger accommodation.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Shawmut, 9,606 W. M. Smith, Ab. Aug. 17  
Trenton, 9,606 F. W. Garlick, Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Trenton  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 10th August, 1904.

## Entimations.



AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superiress will also be most grateful for  
any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1894.

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.

Cargo remaining on board after the 10th  
inst., at 4 P.M., will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside,  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 8th August, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF,"

FROM GLASGOW, LIVERPOOL AND  
THE STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 15th instant will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 20th  
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 13th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 8th August, 1904.

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M., FRIDAY, the 5th inst.,  
will be landed at Consignees' risk and expense  
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 4th August, 1904.

## Entimations.

LADY, (Married), requires position as  
HOUSE-KEEPER, or ASSISTANT  
HOUSE-KEEPER in Good Hotel in Hong-  
kong, or Manila, or would not object to serve  
in Bar.

Apply—

"BOX,"

C/o This Paper.

Hongkong, 15th July, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE NET UN-PAID QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 buyers
National Bank of China, Limited (Founders)	1,453,750	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 2/6 1/2 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$59,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$62 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$70,000	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$125,675	\$329,017	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$533,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000	£5,853	10/- for 1903	5 %	\$113 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$175,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$55
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	6 1/2 % 4 1/2 %	\$37 buyers \$27 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$214,755	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$130,113	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	26 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 86 1/2	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$187 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,632 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1 18/10	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$25,340	{ \$6 dividend and \$1 bonus for second half year 1903 Tls. 7 final—Tls. 12 for year end. 30.4.04 }	6 1/2 % 8 1/2 %	\$224 sa. & b. Tls. 157 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$5 for 2nd half year 1903	4 1/2 %	\$250
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Riley Hargreaves & Co., Limited (Preference)	6,000	\$100	\$100	\$150,000	\$49,936	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$59,989	\$28,015	Final of \$4 1/2 making \$5 for 1903	4 1/2 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,510	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 5,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	Tls. 6,700	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$153 sa. & s.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 Tls. 150,000 Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	7 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,771 \$20,000 }	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$135 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 32,500	Tls. 630	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$33 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$4,989	First year	7 1/2 %	Tls. 25
Tientsin Hotel, Limited (in liquidation)	500	\$20	\$20	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	Interim of Tls. 3 1/2	7 1/2 %	Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 \$50,000 }	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,998	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-chow-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$50	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03 }	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$4,000	\$57	\$125 for year ending 30.6.1900	...	\$150 sellers
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$9
MISCELLANEOUS.								
Green Island Cement Company, Limited	102,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$9 1/2 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 %	\$15 1/2 sales
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	12 %	\$8 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 0 cents } for year ending 30.4.1904	7 %	\$15 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £1,815 Tls. 100,000 }	£7,387	£1 div. and 2/- bonus for 1902	4 1/2 %	\$60 buyers
Shanghai Gas Company, Limited	10,606	Tls. 50	Tls. 50	Tls. 108,173	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 98
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 120,000	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 390
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 14 1/2
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 413	Tls. 1.2 for half year	...	Tls. 130 1/2
Hall & Holtz, Limited	21,000	\$20	\$10	\$186,000	\$13,104	Final of \$4 making \$3 1/2 for 1903	11 1/2 %	\$104 sales
L. A. Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of 17 making \$12 1/2 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$35	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$235 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$300,000	\$1,283	\$20 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	100,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	6 1/2 %	\$20 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$566	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited (Founders)	9,900	\$10	\$4	\$20,000	\$180	{ 90 cents \$14.70 } for year ended 31.5.1904	9 1/2 % 16 1/2 %	\$9 1/2 buyers \$180 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None	...	\$14 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$19 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	194 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$11 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	{ 60 cents for year ended 31.5.04 First year }	9 %	\$7
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 374,669 Tls. 11,143 }	Tls. 27,187	{ First quarterly of Tls. 10 paid 15.3.04... Second do. Tls. 10, 15.6.04 }	13 1/2 %	Tls. 305
Shanghai Horse Bazaar Company, Limited	5,420	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 7 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 0,000	Tls. 3,288	Interim of Tls. 6 for 1904	4 %	Tls. 135 sales
Central Stores, Limited (Founders)	123	\$15	\$12	\$10,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$100
—Do. (New Issue)	24,000	\$15	\$7 1/2	...	First year	Preferential of 7 per cent for 1904	9 %	\$8 sales
E. L. Mondon, Limited	7,100	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$8,540 1/2	{ \$1 div. and 25 cents bonus for half year ended 30.9.03 }	8 %	\$16 1/2 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706 1/2	{ \$5 div. and \$2 1/2 bonus for 1903 \$2 for year ended 31.10.1903 }	8 % 8 %	\$93 buyers \$6 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	First year	...	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$39,020	None	...	\$25 sales
South China Morning Post, Limited	6,000	\$35	\$25	...	...	...	...	...